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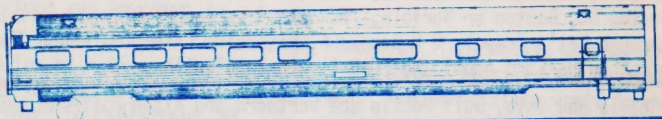

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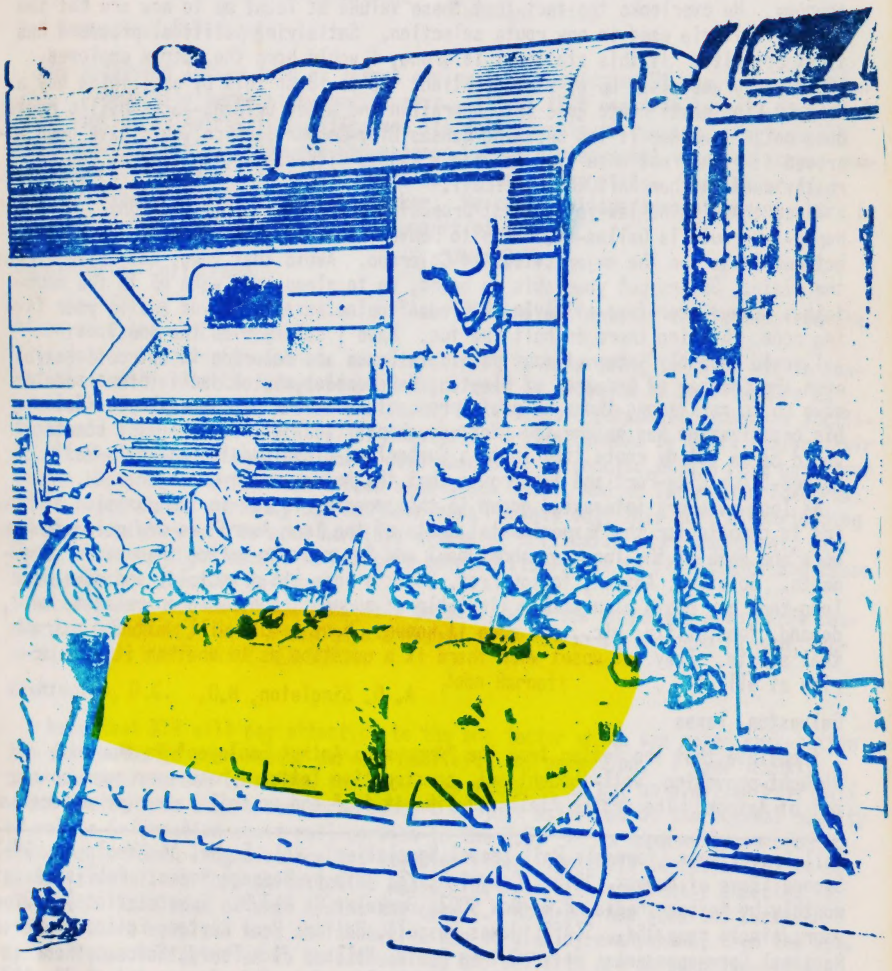
Issue #114



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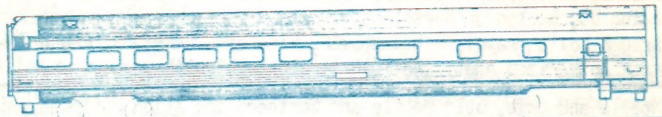

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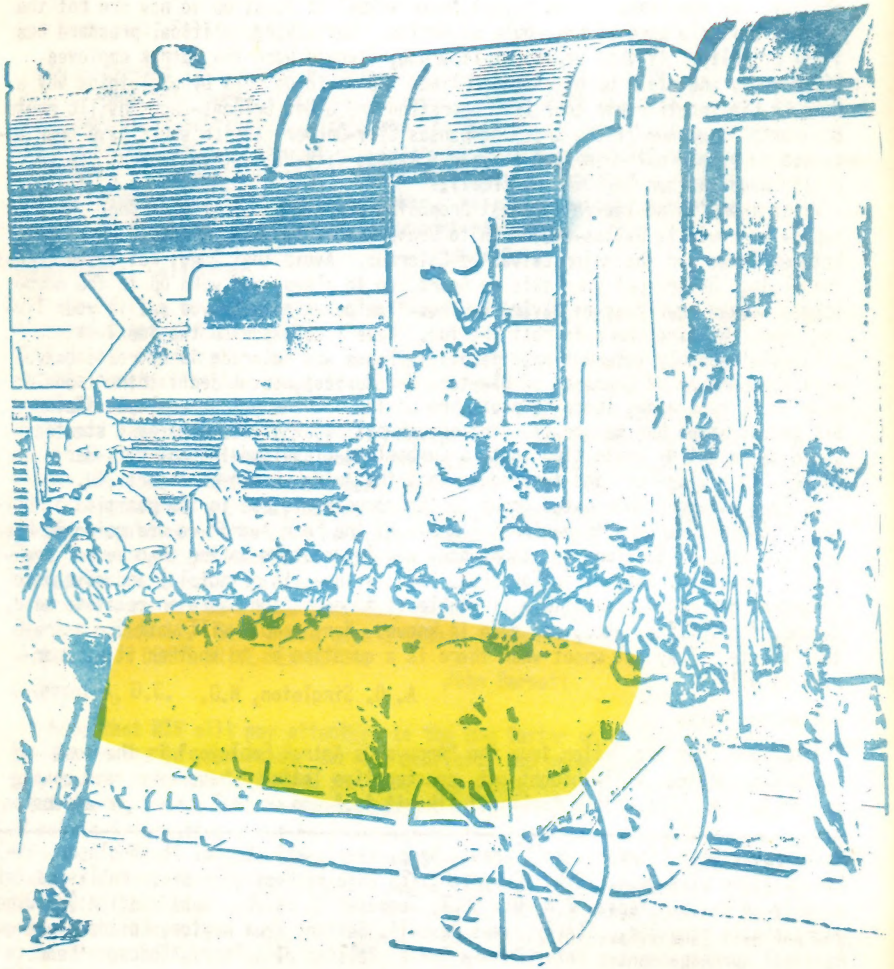


ON THE COVER:

As part of its promotion of summer rail travel, Amtrak recently released this photo of passengers buying oranges from a baggage cart at trainside on one of the Florida trains at Wildwood, Florida. RTN's "graphic arts department" transformed the original Ed Wojtas photo into this abstraction known as a positive line image, by some simple darkroom procedures.

LETTERS

The last issue was one of the best in a long time. The letter from the "anonymous Amtrak Employee" was especially interesting and informative. In as concise a manner as possible, he summed up what's going on at headquarters; but more than this, he gave a good, well-thought argument against the Atlanta-L.A. route proposal of the previous issue.

He points out that there are several priorities involving operations in Texas and Louisiana that deserve more attention in terms of need, feasibility, and economy. He overlooks the fact that these values at least up to now are not the primary criteria used in new route selection. Satisfying political pressure has first priority. If this statement is wrong, I would hope the Amtrak employee would reply and clear up my misconception. He could do this by explaining why a Norfolk-Cincinnati route goes into operation and a New Orleans-Jacksonville route does not. I wonder if the upcoming Kansas City-Denver service would have been approved if it had not been tied in with a Kansas City-Washington segment (do we really need another NATIONAL LIMITED?).

Since there is no law yet against proposing new routes, I'll pick one. My most hoped-for route is Dallas-Ft. Worth to Denver, the old TEXAS ZEPHYR. Overnight between Texas and the major cities of Colorado. Avoid that long, hot drive across the plain. Skiers put your skis on board, go to sleep, and wake up in the mountains. Leave your fear of flying behind. You're as safe as you are in your living room. Getting there is half the fun. Have I sold you on the idea?

I could probably interest many people in Texas and Colorado in my route (maybe even the Chamber of Commerce of Clayton, New Mexico), but I don't think I could move up in rank among those 45 route proposals that the Amtrak employee states his organization has before it. Not enough political clout. The best strategy would be to get my route tied in to a Cumberland-Cleveland-Indianapolis-Des Moines-Sioux City-Portland type route that the Amtrak employee objects to.

As long as every interested group in this country is put in the position of having to compete for the "Experimental Route of the Year Award" we are going to have more and more of the long vs. short haul and "my route's better than yours" arguments. Solution: Amtrak, follow Prof. Sheck's idea (in principle) and give us a long-term new route plan with a timetable of augmentation based on relative need, demand, feasibility, etc., and make it known. Many people will wait for a train that's late. They get upset when there is a question as to whether it will arrive at all.

A. O. Singleton, M.D.

Galveston, Texas

I believe that the letter from the "Anonymous Amtrak Employee" is the most thought-provoking, well-thought-out, constructive letter I have ever seen come out of Amtrak. The writer "tells it like it is," and we rail passenger advocates should heed the realities as expressed in his letter. Amtrak has performed no less than a Herculean task to date, and without them we would probably have NO passenger trains.

I think it behooves all of us to get together, and work WITH Amtrak to get first things done first. so that we can build a truly magnificent nationwide system, as outlined in Prof. Sheck's AMTRAK 80.

Plaudits to this Amtrak employee, who has spoken up to try to put us all on the right track to our common goal.

Charles A. Dunn, M.D.

Miami, Florida

That was a truly magnificent letter you printed from an "anonymous Amtrak employee."

I would not be surprised if Mr. R., (The Big Man), wrote that letter. If he did, I want to know where I can join the organization. I certainly would not mind working for a forward-thinking Amtrak.

Kondwani Azibo

San Francisco, California

The anonymous letter from an Amtrak employee in Washington DC was very enlightening. I generally agree with what it says. I feel that one area largely neglected when looking at Amtrak is politics and its relationship to funding. Perhaps RTN could publish lists of how our Congressmen (and Congresswomen) voted on issues concerning rail service. It might change decisions at the polls. The letter said that L'Enfant Plaza is a pressure cooker. We could relieve some of the pressure by writing to our local Congressmen in support of Amtrak.

Jeff Cole

Carpinteria, California

I should like to add my particular "Amen" to the contents of the letter from the "Anonymous Amtrak Employee."

If Amtrak is going to operate successfully it is only going to do so within reasonable constraints the dimensions of which must be dictated by such factors as available funds; new and proven equipment; knowledgable personnel; adequate facilities; and a management which is not constantly driven bananas by buffs and/or their political representatives who would damn near have us saddled with a rail passenger system the dize of which hasn't been seen since 1929! And no later than tomorrow!

An exaggeration, perhaps, but as "Anonymous" points out, this sort of unyielding pressure could result in some horrible misuse of critically short equipment, etc. That, in turn, might result in Amtrak's burning itself out in its infancy and cause the system to dissolve in chaos.

Not everyone can be a vice president because, when the chips are down, most people can't hack it. Give these guys a chance to do their stuff; send in your suggestions but DON'T DRIVE 'EM NUTS!

John Barnett

Washington, D.C.

I hope that RTN will pay attention to the one factor which was rated rock-bottom for all routes in your reader survey: publicity and promotion. I have frankly only had an interest in Amtrak for about two years--I am <u>not</u> an old-time rail buff --but coming from a European background, I am just astounded by the abysmal quality of public information about rail service in the U.S. It is apparently considered standard, on both long distance and commuter lines, for train schedules <u>not</u> to be posted at stations thru which trains pass. The public is apparently expected to divine the knowledge of when trains may come... When one has seen the European system, where complete maps and schedules are on display everywhere, then the U.S. system is so benighted as to be astounding, and deficits are no surprise--it's a miracle that as many people get on trains as now do.

C. Wasiutynski

New York, New York

Rail Travel News (formerly Rail Travel Newsletter), Vol. 5, No. 16 (Whole No. 114). Second Issue of August, 1975. Copyright © 1975 by Message Media. Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $8.00 per year; single copy 35¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Malibu; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mailing date this issue: August 29, 1975.

FARE CUTS AND PROMOTIONS ANNOUNCED BY AMTRAK

Amtrak announced in the latter part of August a series of promotional fare alterations aimed at stimulating increased ridership in a sagging economy. On Aug 18 came the announcement of a new "USARAIL Pass" available to foreign nationals coming to the U.S. on tourist, student, or business visas. The pass, similar to the well-known EurailPass, is good for unlimited travel anywhere on the Amtrak system, and will be available Nov 1. It will be sold only overseas, and will offer unlimited coach-class travel in 3 different categories: 14 days for $150; 21 days for $200; and 30 days for $250. The passes will be honored only on "non-premium trains", but including the Amfleet and Turboliner equipment. Amtrak pointed out that coach service on these latter trains is the equivalent of first class in many countries. Amtrak will make no extra charge for seat reservations, in contrast with the practice of some other countries. Pass users must obtain their actual tickets after arrival in the U.S., altho the pass is purchased abroad (Canadian and Mexican citizens cannot avail themselves of the passes). If first class service is desired, pass users can pay the difference between that service and coach class, and upgrade their tickets. Amtrak said that visitors could use the passes for "what is in effect commuting"--for example, short-distance corridor travel atfrequent intervals. The USARAIL Pass replaces the Amerail fares, which will expire next Dec 31, which gave visitors a 25% discount.

On Aug 20 Amtrak announced two excursion fare experiments. The Washington DC - Cumberland BLUE RIDGE will get a special roundtrip weekend excursion fare starting Sept 6, giving 30-38% reductions from regular fares. The excursion fare is good only on days of the same weekend or on holidays. The Oakland-Bakersfield SAN JOAQUIN gets a 4-day excursion fare that offers a round trip for $3 higher than the regular one-way fare. The round trip must be completed within a 4-day period, and no stopovers are permitted. Children's half-fares are the only discounts allowed. The new excursion fare takes effect Sept 8.

Amtrak said on Aug 25 that it will again offer its roundtrip coach excursion fare this fall of $99 from New York or Chicago to or from all Florida Amtrak cities. It will be good for travel on any train on any day of the week between Sept 8 and Dec 19. As an option, a $70-a-week auto rental package is offered in some Florida cities. The $99 excursion fare was also offered last spring.

AMTRAK ANNOUNCES NEW WASHINGTON APPOINTMENTS

On Aug 15 several Amtrak home office appointments were made known. Three are high-level staff changes in the Finance Dept.--Melvin H. Baker was appointed Controller, replacing Sydney S. Sterns, who becomes Ass't to the Vice President - Finance. Angelo Caputo was named Ass't Controller. In the Corporate Operations Dept, three assistant vice presidents were named: Joseph J. Schmidt, who was Director of Planning and Development, was named Ass't Vice President for Equipment; Robert F. Lawson, Amtrak's Chief Engineering Officer, was made Ass't Vice President for Engineering; and Robert Hopkins, Gen'l Mgr of Operations, was named Ass't Vice President for Corporate Operations Administration. All three men are from railroad backgrounds.

AUTO-TRAIN ANNOUNCES INCREASED EARNINGS

Auto-Train Corporation President Eugene Garfield announced on Aug 21 that net earnings for the quarter ending July 31 increased 111% over the same quarter of 1974, and that revenues had increased 7%. Revenues for the recent quarter were $7,103,462, with net earnings of $418,771. Comparable 1974 figures were $6,655,530 and $248,453.

PETROLEUM PRICE CONTROLS MAY END

Price controls on petroleum will expire Aug 31, assuming that President Ford vetoes a bill (as he said he would) that extends them. When Congress reconvenes after Labor Day, the fight will again be taken up, that will determine to some extent the costs of fuel in coming months.

Piloting the Amfleet Cars

by Bill McDonald

The erstwhile MERCHANTS LIMITED, train 179, on Saturday Aug 16 had a consist of one power car ("Auto Haven") and six of the new 21000-series Amfleet coaches. We were piloting a pair of E8 units. From the exterior, the locomotives were quite a contrast to the new train behind us. They looked worse than anything the New Haven dispatched in its most destitute final days. I felt ashamed to climb aboard them with their peeling paint and accumulated grime. From the locomotives, at least, I was expecting little in the way of performance.

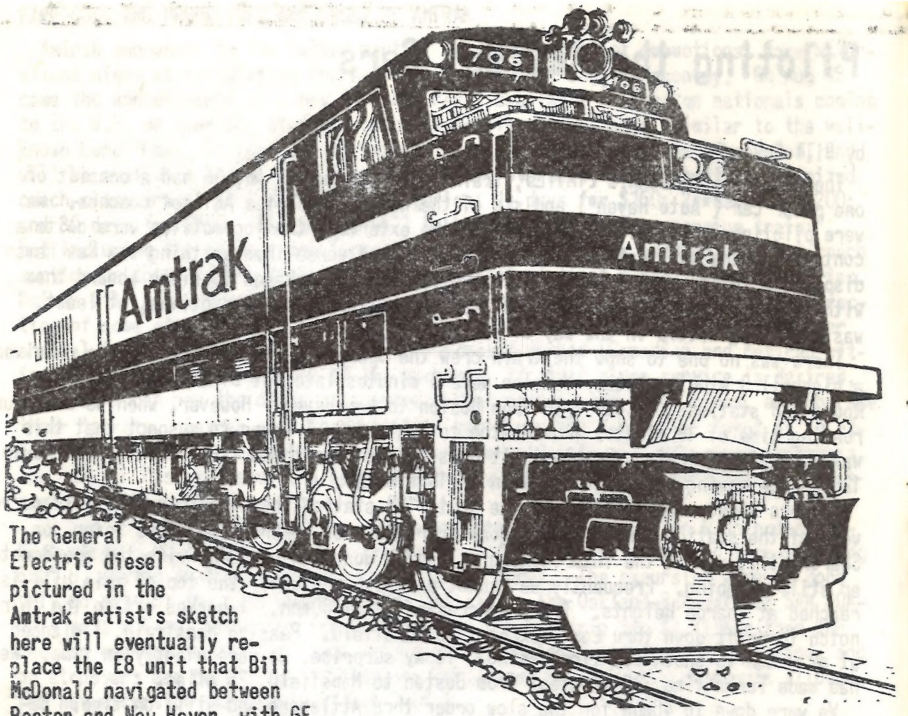
There was no one to show the train crew the operation of the doors, so we received a highball 3 minutes late. We also were 3 minutes late out of the Back Bay and Route 128 stations, on our trip from Boston to New Haven. However, when we made our running time of 18 minutes from Boston to Route 128, I began to suspect that this was no ordinary train. Rarely is it possible to make these first 12 miles to Route 128 and be moving out of the station in 18 minutes.

We were barely one mile out of the Route 128 station, heading into the first curve west of the station, when the speedometer registered 60mph. Two miles later, on Sharon Hill, we hit the interlocking at Canton Junction at 72mph with the speedometer still climbing. Frequently we cannot exceed 60mph until the top of this hill is reached at Sharon Heights. Today we crested it at 80mph. I backed off to the third notch to drift down thru East Foxboro and Mansfield. Passing Mansfield, I glanced at my watch to check our timekeeping. To my surprise, we were exactly on time. We had made Turbo time, 29 minutes, from Boston to Mansfield, 25 miles.

We were down to 40mph for the slow order thru Attleboro and still on time. Between Attleboro and Boston switch, we lost two minutes due to that same 40mph slow order which extends 3 miles west of Attleboro. We arrived Providence on our leaving time, 5:14. We were out at 5:17, again 3 minutes off. Cranston and Davisville were passed 3 minutes late. This was no disappointment, however, as we have but 16 minutes to get out of Providence and make 17 miles. The first mile out of Providence is 30mph on a clear medium signal. The next 5 miles to Cranston involves 3 50mph curves. Kingston was passed 1½ minutes late, after some high stepping at well over the 79mph limit. From a point 3 miles west of Kingston to a point 3 miles west of Westerly, we had to contend with a 60mph slow order. This was of no consequence, as we have 16 minutes for the 17 miles between Kingston and Westerly, Rhode Island. After drifting along this stretch at what seemed to be freight train speed, 60 to 65mph, we passed Westerly on time. Mystic and Groton interlocking were reached one minute ahead of time. We came to a stop at New London 3 minutes before leaving time.

The highball from New London came at 6:16, one minute late. The speed as we approached the 60mph curve at Waterford, CT was 75mph. It is rare indeed when we have to brake hard for this curve only a few miles out of New London. Just around the first curve thru Waterford, there it was--the dreaded yellow over red on the distant signal for Niantic drawbridge. All I could say to my engineer, who was taking it easy today, as I ran the train, was "I hope the bridge isn't stuck in the air."

The crews on the Shore Line have little confidence in the aged drawbridges along the line. We had about 3 miles to the bridge, so I didn't touch the air until the cab signal flipped from clear to approach and the timing reservoir began to drop on the air gauge in front of me. I put the air on slowly and gently pulled the throttle out to the eighth notch to drag the train along, hoping the cab signal would clear before our speed dropped very far.



The General Electric diesel pictured in the Amtrak artist's sketch here will eventually replace the E8 unit that Bill McDonald navigated between Boston and New Haven, with GE electrics hauling the Amfleet trains between New Haven and Washington. By the end of next year, according to Amtrak's timetable, the Amfleet will have virtually taken over the Northeast Corridor.

Just as the needle on the speedometer approached 40mph, it cleared. I released the brake, and off we went. The acceleration was considerably better with this train. In hardly more than a mile, we were approaching the home board at the bridge at a 70mph clip. We rattled across it and were up to 80mph before passing East Lyme, CT. The 60mph curves at Giant's Neck were negotiated comfortably at 65mph, and back to 80mph we were within a mile. Conn bridge at Old Saybrook was the next slow order, 40mph. One mile west of this bridge, at the Old Saybrook station, we were doing 70mph. The needle barely touched 80mph when we had to brake again--this time for two miles of 30mph slow order, milepost 104 to milepost 102. We picked up speed quickly again, but I was obliged to go after the air for another 30mph slow order. This one was at Clinton, CT for a new forcing point crossover being installed, more than likely to cut the length of the "run arounds" during the planned track work in this area. With our new super train, however, we were up to 72mph as we leaned into Aminosette Creek curve west of Clinton. I had to back off on the throttle as we approached Madison at 80mph.

There was a final fast stretch from Madison to Guilford where a tie gang was working, and we therefore had another 30mph slow order. I opened the throttle and watched the speedometer. Up it went to 90mph. I backed off and let the train drift. Making 100mph with this train would have been a facile undertaking even with our I-hate-to-think-how-many million-mile diesels.

We passed Branford, CT, the eastern limits of the New Haven terminal area, only 3 minutes late. After slow running at Shore Line Junction and Mill River Junction,

the latter where we join the Springfield line, we were into New Haven a mere four minutes down.

Our engines were cut off and we made our way to motor storage. I climbed off the engine and watched an aged GG-1 move what I had to admit was a sleek, fast train thru the interlocking west of the New Haven station only two minutes late.

The new Amfleet coaches will almost fly. I can categorically state that we would have been considerably later with standard equipment. With the removal of the slow orders and the straightening of some of the more serpentine sections of the right of way, I feel confident that we will see faster cardings between Boston and New York. If only the new cars included lounge space and parlor accommodations, Amtrak would really have something. I sincerely hope that these and at least a few diners on the more popular trains with Southern and Western connections will be forthcoming.

Amtrak said that on Aug 7 the new Amcoaches and an Amcafe car were used on the STATESMAN northbound, returning southbound the next day, the first instance of revenue service for the new cars, without prior announcement. Amtrak said that the cars would be randomly assigned to Northeast Corridor trains during the following weeks to test the reaction of passengers.

Amtrak employees rode a preview train on Aug 3 and 4. The consist was a GG-1 locomotive, power car, 4 Amcoaches and an Amcafe for the runs between Washington and Philadelphia.

I first saw the new cars running Aug 9 on train 174 and the following day on 173, but a New London ticket agent said their regular runs would begin Aug 18 on trains 170, 179, 180 and 183, the latter two Boston-Philadelphia trains. Work prevented me from seeing the northbound runs on the 18th, but 179 and 183 both carried the new cars.

Meanwhile, as Samuel Stokes, Jr. warned us (Letters, First July issue), Amtrak made July and August tough months for MERCHANTS LIMITED riders. Interestingly, train 179--the train which was to get the new consist--was singled out. Parlor service was dropped, and the usual string of refurbs was replaced several times by a dismal group of ex-NH lightweights, cars which were hot, dirty, and sometimes hazardous: several Dutch doors on my train wouldn't close, and one car was even missing a diaphragm, leaving a foot-wide gap between cars. Eventually, too, the diner began showing up on the rear of the train, perhaps because with no parlor car to absorb the shock, the engine change at New Haven was sending too much food and drink into the passengers' laps, as happened to me. Yet a week later (Aug 10) I rode 178 north and found everything in order (FRA test cars T-1 and T-3 were also with us as far as New Haven), and the diner crew told me this was typical northbound. Indeed, three days into Amfleet service, 178 was still running its old parlor-diner-coaches consist. How long this--or any conventional train here--lasts remains to be seen. --Al Crossley

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MYSTERIOUS DISAPPEARANCE OF RAILFANS NOTED BY THE MEDIA

Speculation has implicated the CIA in a plot to rid the nation of rail buffs by slow erosion. The staff of RTN has observed that with each issue that is distributed, some copies are returned by the Postal Service marked "Addressee Unknown" or "Undeliverable." This situation occurs without warning, usually after a number of issues have apparently been successfully delivered to the address in question. Frequently the excuse offered is "no such address," suggesting the elimination of an entire residence, after many copies have been mailed there with none returned.

A more mundane explanation that has been offered is that RTN subscribers might move without notifying the Postal Service, or else the Service loses the subscriber's notification. RTN has been forced to adopt the policy of holding back mailings until a complaint is registered. Readers who know of others whose copies have suddenly stopped arriving are asked to have the unfortunate loser contact RTN, giving old and new addresses, and an old label if available.

FREEDOM TRAIN UPDATE — by Robert E. Nelson

The Freedom Train attracted about 50,000 viewers in its four-day stay at Green Bay, Wisconsin, August 15-18. The train was located on the grounds of the National Railroad Museum--probably one of the best sites it will have on its two-year journey. For the admission price of $2 (adults), spectators could also look over the many relics the museum owns, including the Dwight D. Eisenhower locomotive 60008, his command cars, pullman cars used by Churchill, a Union Pacific "Big Boy" engine, a Rock Island Aerotrain, and many more.

The exhibit cars, hospitality cars, and lunch cars were parked on a circular track bounding the main area of the museum, but the engine, SP 4449, was parked on the siding of a local wholesale grocery warehouse about half a mile away. The curvature of the museum track discouraged the Freedom Train management from taking the engine onto the grounds. Old 4449 was on display, however, at the parking place and rail fans surrounded it constantly.

Contrary to the report in a prior issue, the train came to Green Bay from Milwaukee over the C&NW Shoreline route thru Manitowoc and Sheboygan, the best track of the three routes between Milwaukee and Green Bay. Tuesday morning, August 19, two C&NW geeps picked up the train on the museum grounds and switched it onto the main line of the Fox Valley route of the C&NW where 4449 was waiting with steam up. Steam-powered, it ran four miles into north Green Bay, where it switched to Green Bay & Western for wying. There was no turntable in town which could turn 4449 around. After a very time-consuming (three-hour) wying operation which saw the train broken into three parts, 4449 finally proudly pulled the train out of Green Bay, again on the C&NW Shoreline route.

Altho the train was going to Madison, it went back to Milwaukee and then to Madison on Milwaukee trackage. The much shorter route via C&NW's Fox Valley route to Fond du Lac and then to Jefferson Junction and Madison was vetoed because of the questionable footings of a bridge at Oshkosh.

At the throttle of 4449 was Doyle McCormick, and no one is better qualified to drive 4449 than Doyle. Doyle was a master mechanic for the Norfolk & Western. In November, 1974 he was given a two-year leave of absence to supervise the recreation of 4449, which had been sitting in a park in Portland, Oregon for 16 years. Doyle and five assistants took 4449 apart, piece by piece, in the GN shops in Portland, repairing and replacing each questionable part. Fortunately, some rail fans in Portland had put oil in 4449 frequently and by hand had pumped the oil in all critical bearings.

Doyle and his crew built 4449 back into a beautiful and powerful piece of machinery. With its chrome-plated throttle and air brake controls, dual whistles and hard wood floor on which is engraved the Southern Pacific emblem, it is a magnificent engine.

The Freedom Train's visit is one Green Bay rail fans will not forget. Green Bayites are hoping more than ever now that Amtrak will extend its route to Green Bay soon.

A REMINDER: RTN'S 2nd TRAIN RATING SURVEY

We are now receiving ratings in our second survey, to be published at the end of 1975. See the First July issue for complete details. In order to rate a train, you should have ridden it between June and December, 1975. Note that the rating categories are slightly different from our first survey: A - Overall rating of service; B - On-board train personnel service (except food service); C - Food/lounge service; D - Quality of food; E - Condition of cars; F - Desirability of route; G - Station services; H - Track & roadbed; I - Scheduling; J - Train promotion; K - Type of cars.

Rate each category on a 9-point scale, with 1 - extremely poor and 9 - extremely good. Add optional comments. Please keep ratings separate from other correspondence.

ROUTE-BY-ROUTE SUMMARY ON-TIME PERFORMANCE (ICC METHOD) JUNE, 1975

	Per Cent On-Time		
	June '75	May '75	June '74
METROLINERS	81.2	75.1	80.8
TURBOTRAINS			
New York/Boston	33.0	14.9	52.7
TURBOLINERS (Midwest)	63.5	61.1	46.9
SHORT HAUL			
Boston/Harrisburg	77.8	66.7	100.0
Boston/Philadelphia	84.0	64.0	93.3
Chicago/Carbondale	43.3	37.1	60.0
Chicago/Champaign	21.7	21.0	51.7
Chicago/Detroit	69.6	59.3	77.5
Chicago/Dubuque	78.3	67.7	85.0
Chicago/Milwaukee	93.8	93.2	83.8
Chicago/Minneapolis	69.2	75.0	75.0
Chicago/St. Louis	60.8	66.7	46.4
Chicago/Quincy	83.3	61.3	75.0
Chicago/Port Huron	96.7	95.2	---
Charlottesville/Newport	70.0	64.5	96.7
Detroit/Jackson	81.0	73.8	---
Los Angeles/San Diego	88.9	93.0	87.2
Minneapolis/Superior	98.3	100.0	---
New Haven/Springfield	58.2	69.8	96.2
New York/Albany	63.3	61.3	88.7
New York/Buffalo	51.7	37.1	58.3
New York/Montreal	73.3	90.3	---
New York/Syracuse	85.0	80.7	98.3
New York/Boston	51.8	36.2	74.9
New York/Harrisburg	90.5	83.3	82.0
New York/Philadelphia	93.6	93.0	89.9
New York/Washington	81.5	76.5	90.7
Oakland/Bakersfield	98.3	100.0	95.0
Philadelphia/Harrisburg	91.8	89.8	86.2
Seattle/Portland	92.5	87.9	94.2
Seattle/Vancouver	91.7	95.2	85.0
Washington/Cumberland	71.0	90.4	74.3
Washington/Harrisburg	34.1	46.1	32.9
TOTAL SHORT DISTANCE	78.4	76.7	82.7
LONG DISTANCE ROUTES			
Chicago/Florida	57.8	60.2	60.0
Chicago/Houston	58.3	85.5	61.7
Chicago/Los Angeles	66.7	93.6	63.3
Chicago/Norfolk	83.3	88.7	---
Chicago/New Orleans	35.0	40.3	31.7
Chicago/Oakland	91.7	80.7	78.3
Chicago/Seattle	77.3	98.9	75.0
Chicago/Washington	61.7	58.1	0.0
New Orleans/Los Angeles	46.2	46.2	76.9
New York/Chicago	0.0	0.0	6.7
New York/Detroit	86.7	75.8	---
New York/Florida	91.9	98.2	78.8
New York/Kansas City	3.3	0.0	0.0
Seattle/Los Angeles	75.4	90.3	60.0
St. Louis/Laredo	57.7	69.2	46.2
Washington/Boston	85.6	65.3	91.7
Washington/Montreal	81.7	87.1	78.3
TOTAL LONG DISTANCE	71.6	70.5	60.4
TOTAL AMTRAK	76.8	75.2	77.0

Rail Canada

IN SIMULTANEOUS ANNOUNCEMENTS made by Amtrak president Paul Reistrup and Canadian National passenger marketing vice president Garth Campbell on Aug 18, news of a special interline agreement between CN and Amtrak was released. The agreement permits rail travelers from either Canada or the U.S. to purchase transportation on both national rail lines in a single transaction. A passenger can buy tickets for transportation and accommodations from his point of departure in Canada or the U.S. to any American or Canadian city served by Amtrak or CN. The agreement takes effect Sept 15. CN and Amtrak reservation agents at central locations will have access to the other company's computerized reservation system. Each will "accept inquiries and provide information to the general public regarding services, fares and reservations over the other's lines." Any authorized CN travel agent in Canada will be able to sell rail transportation over Amtrak lines, and any Amtrak ticket-holding travel agents may also sell transportation over CN lines.

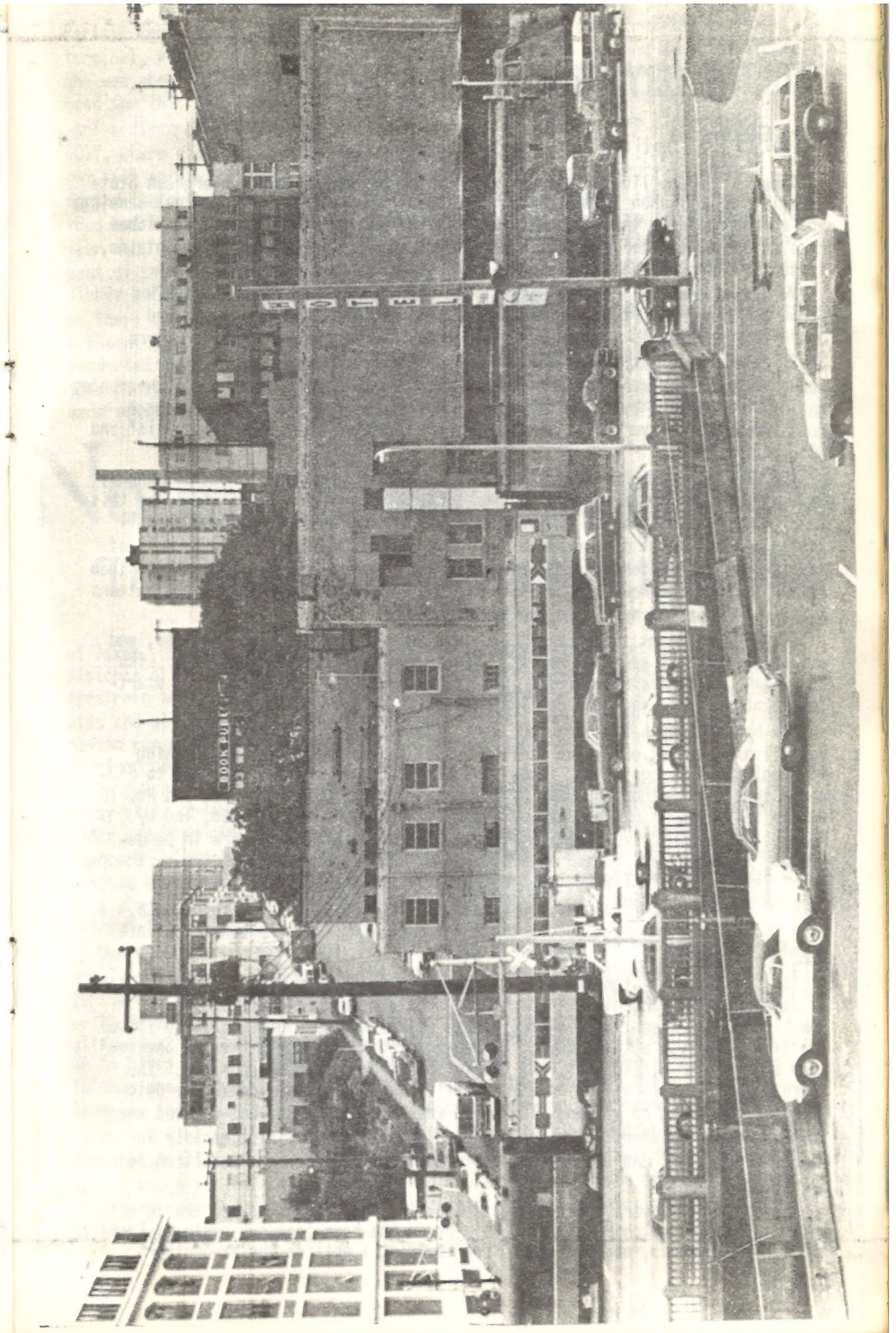
A CANADIAN VIEW of the future of rail travel, as presented by CN vice president-passenger marketing Garth Campbell, in remarks to the Transportation Research Forum of New York last April, is reprinted in the July-August issue of the Official Railway Guide, passenger edition. His view is generally broad and optimistic, recognizing that environmental and energy concerns, among others, are leading North America back to the railroad, "the one really efficient and reliable means of intercity, mass passenger transport." Campbell does not foresee an organization like Amtrak taking over service in Canada, but rather believes that the railroads should continue as the "chosen agency of rail passenger service development in Canada." He tends to look for governmental capital and operating funds in response to marketing plans submitted by the railroads. Campbell points out that Canada has a "fair, though far from perfect, service network" but adds that "However we have no new money as yet and no decision as to our future form of organization."

A REPORT HERE in our First July issue indicated that Quebec Cartier Railway had discontinued its passenger service. Now the full story emerges: the railway failed to mention in an earlier communication that it still operates a mixed train between Port Cartier, Quebec and Lac Jeanine, where formerly it ran two trains in the summer. The train leaves each Sunday at 5pm from Port Cartier, returning there at 6pm Monday. One-way fare is $10, or $19 round trip. Timetables are available from R. A. Dagenais, Quebec Cartier Mining Co., Port Cartier, Quebec.

A PRINCIPAL DESIGNER of the recently announced federal transportation policy revision in Ottawa, James Davey, is dead of a household accident at age 45. Davey fell from a ladder, receiving multiple brain injuries. He was an organizer of Trudeau's 1968 campaign, and was "loaned" to the Ministry of Transport in 1973 to work on the policy revisions. He was formerly an officer of the research dept. of CN. What his untimely death means to Canadian passenger train policy development has not yet been determined. He leaves his wife and seven children.

TORONTO TRANSIT COMMISSION has announced an exhibit of "90 Years of Streetcars" at the Canadian National Exhibition in Toronto from mid-August until Labour Day, just as the system was completing arrangements for the purchase of 200 new streetcars. The first 10 will be Swiss-built, with the remaining 190 to be built in Canada. They will be capable of speeds up to 70mph, and deliveries are scheduled to be completed in 1979. Ontario will purchase 75 of the vehicles to rent to TTC for $1 per year, and TTC will purchase the rest with a 75% provincial subsidy.

THE "PRINCESS MARGUERITE" now has a brother. B.C. Resources Minister Bob Williams announced in mid-August that the B.C. government has purchased the former CN Alaska cruise liner "Prince George," and will operate it on weekly cruises along the B.C. coast to Prince Rupert, starting next spring. B.C. paid $230,000 for the ship, and in addition ceded to CN $50,000 of lands adjacent to a CN rail yard in the community of Prince George. The new route is essentially a revival of the former "Princess Adelaide" service operated by CP Rail thru 1948. It has not yet been decided if Victoria or Vancouver will be the southern terminus for the new service.



Bringing travelers from Canada, Amtrak's PACIFIC INTERNATIONAL pulls into Seattle on June 3, moving along the waterfront a few blocks from the station. Engine 346 (? - number partly obscured) is hauling a 3-car consist of coach 6801, 8351 ex-Lewis & Clark Travellers Rest car from the NORTH COAST LIMITED, and coach 6805. The two 68-seat coaches have a rich history of rebuilding, starting life as "River" series observation lounges on the Great Northern. Hotel parking lot in foreground is built out over Puget Sound. RTN photo.

TO THE DRY SIDE OF THE MOUNTAINS

by Glenn Lee

Those of us who live on the wet side of the mountains in the Evergreen State usually can tell when summer comes. The rain gets warmer. These animal sensings are corroborated by the weather columns -- and when the readings in Wenatchee rise to 95° or 100° or more, it's time to go to the dry side of the mountains, if for no other reason than to sit in the warm, dry air and relax.

My escape from the Pluvium General has occasionaly been Amtrak's NORTH COAST HIAWATHA, and it was with much pleasant anticipation that I arrived one Friday evening in July to board Train No. 10 for its 6pm departure from Seattle. My destination was Wenatchee, some 154.2 rail miles away. The summer consist included locomotives 532 and 536; ex-SP 9370 deadhead dome-lounge; baggage 1207; coach 4483; GN 1325 dome coach; coach 4545; ex-CZ dome-lounge-dormitory 9813 "Silver Cup"; diner 8097; and sleepers 2615, "Pacific Hills" and 2251 "Star Crest".

The Friday evening crowd was not large, and within moments I was putting my bags at seat 30 in the forward section of GN 1325. Before I had completed this task, the brakeman came up behind me and said: "They're not supposed to sell that seat, but we'll find a place for you." He was violating a basic rule of dealing with passengers -- that of not putting them ill at ease, or making them nervous. The brakeman disappeared as quickly as he had come, and I let matters slide, disappearing myself to the dome section.

There is no doubt that the GN dome cars were travel glory personified, and even after several years of neglect, remain inspiring in most details. Like most such dome coaches, GN 1325 lost its stairway and dome-aisle rug, starting in about 1967, when the decline had set in on the EMPIRE BUILDER.

The 6pm departure time came and went, and no action. As RTN editor Russell has pointed out in an earlier issue, no one tells anybody anything if something has gone wrong. Thus it was up to me to snoop a bit; and to discover that the northbound COAST STARLIGHT, due at 5:20pm, was late, and No. 10 was to be held. At 6:17pm, some 57 minutes behind, No. 14 arrived, led by locomotives 568 and 572. Within moments, the depot platforms were in pandemonium, as passengers sorted themselves out for the waiting room; the northbound PACIFIC INTERNATIONAL, also being held; and the NORTH COAST.

With only a slight tug, No. 10 departed at 6:26pm, some 26 minutes late, even as the P.I. on the adjacent track was receiving large numbers of transfering passengers.

The "No Smoking" sign which had been placed on the forward middle glass pane of dome coach GN 1325 had been partially scratched away so that it read: "Smoking". A pleasant middle-aged couple walked up the stairs, and had lit up practically before sitting down. I then pointed out the complete "No Smoking" sign on the rear glass panel, and within moments they had disappeared. The three forward panels of the dome were all of lexan, and two were badly deteriorated, offering no vision. The third was relatively new, and offered some viewing hope. Apparently the forward dome glass wears out most rapidly in regular operation, and this may be why almost all forward dome panels on Amtrak are now of lexan.

The side panels were mostly of glass however, and it was a pleasure to sit back, relax, and watch Puget Sound slip by on the hour-long run north to Everett. Approaching Edmonds, one half-hour from Seattle, I noticed the ex-Southern

Pacific ferry "Lake Tahoe", now the "Illahee", pulling away from the ferry terminal, with a full load, the last camper practically hanging over the stern. She was about 20 minutes late, and I thought to myself the standing newspaper head for this time of year should read: "Tourists Here. All ferryboats late."

The first call for dinner was made en route to Everett, and I hurried to 8097, where a friendly crowd had assembled. As the load was light, the car did not fill entirely, and I had a table to myslef -- a great luxury on Amtrak during the summer rush. Although properly served, it was my impression that the food and service in general were becoming more bland when compared with even one year ago. However, the "price was right", and I retired to the dome once again east of Everett to determine how much of the scenery was to be in sight in the cloudy and muggy evening.

There were a number of noisy children in the dome of GN 1325, and I moved for a moment to the ex-CZ lounge, 9813 "Silver Cup". The small dome area had been converted to what a friend calls a "booze dome", with the 24 seats arranged to form "intimate" alcoves of four each facing small tables. Very cramped, and made additionally unpleasant by the fact that some of the window panes were

North Coast Limited

The Crack Train of them all to the East

of lexan. Even when new, this irritating poylcarbonate is unuseable, as it distorts all but straight-through viewing, and "ripples" the scenery, giving eyestrain and a general boost to my blood pressure. Thus it was back to GN 1325 kids and all, muttering dark thoughts about Roger Lewis and Harold Graham, Inc. having run private railroad managers a close second in doing damage to the American passenger train.

Our departure from Everett had been 7:19pm, some 19" late, and with the delay still pronounced, the NORTH COAST made good time up the valley toward Index and Skykomish. As we drew closer to the main peaks of the Cascades, the overcast thickened, and became prominent as great billows of white, wet clouds hugging the forested slopes. Mount Index, the most prominent feature on the west slope, remained cloaked in thick angel-hair fog and unseen as we hurried through the twilight.

Due at Skykomish at 8:05pm, No. 10 passed at 8:24pm, still 19 minutes late, and lunged for the 2.2% grade, which for 13 miles is the steep and slow access to the Cascade Tunnel. The passengers, who are told nothing about their train or their trip, do not realize the slower speeds are the result of mountain climbing. The pleasant man behind me in the dome, en route from Port Orchard, WA to Miles City, told his traveling companions that the track had deteriorated in this area. My impulse was to correct him, but I thought better of it. Actually the track here is often in condition ranging from "good" to "excellent".

By the time No. 10 had reached Scenic, the wet clouds had obscured all but the lowest flanks of the great mountain peaks and the darkness of the 7.8 mile tunnel was a partial relief -- it ended the strain of trying to see the sights that were unfortunately, just not "out" this mid-July evening on the "wet side" of the mountains.

Two glasses of ice tea at dinner had made the full tour, and after a quick check of other cars, I stepped into the men's room in coach 4483. After locking the door of the toilet room, I found that there was no light. As I was very anxious to make certain that the nitrogen thus being returned to the soil went the route that the carbuilders and good sanitary practice intended, I was forced to hold the toilet door partially open to get some light on the subject. Fortunately this dent to my principles of modesty did little damage -- the train was very lightly patronized, and no one came by.

I also discovered in the toilet room that the track in the Cascade Tunnel seems to be getting quite rough in places. Although it is of welded rail, it is apparent that a lot of surfacing, tamping and realignment will soon be necessary to bring the track up to standards prevailing elsewhere on the main line.

My check of the train while in the tunnel had revealed a very light load, perhaps no more than 40 passengers in all. It had also re-acquinted me with the atmosphere that prevailed on SP's CASCADE runs in 1969, when SP had succeeded in driving away most of the once lucrative patronage of the Shasta route. No. 10 this evening seemed like an SP ghost train of the late 1960s in many respects except one -- there were no small groups of loyal passengers and low-morale employees discussing when the next stab for abandonment might be made.

I thought to myself that more than ever, operations such as the NORTH COAST must be put in the hands of people like hotelman Eddie Carlson, who has done such a dramatic job of turning around United Airlines. Carlson had taken over a demoralized United from operating men, and had made United a first-class property within only a few years of hard work. Perhaps Amtrak would someday go this route I thought. . .

. . . as we emerged from the East Portal of the long tunnel, at 9:12pm, after a 14-min. trip under the high peaks. The weather at the East Portal marked one of the world's great meterorological contrasts. The skies were clear, and a hot eastward wind was blowing. This was a summer Chinook, the heat of which is established by the adiabatic lapse rate of the moisture wrung from the clouds as they pass over the high peaks. As water leaves the air through condensation, the air is warmed. As the cool, humid air from the Pacific is lifted over the Cascades by the west wind, the air is cooled at higher elevations, and moisture drops out as rain or snow. The air is warmed both by the precipitation process, and by the descent on the east side.

Suddenly I was feeling much better. Near the foot of the grade at Merritt, we picked up considerable speed, and it was a race between Amtrak and the wind. Outside, in the last rays of twilight, the great cottonwood trees were bending toward the east, the white undersides of the leaves dancing like a million minnows swirling in the shallows of a lake.

With good track and good alignment helping, we picked up much time in the early evening, aided, I thought, by the good tailwind. Despite the lexan, dome viewing was deliciously pleasant, if for no other reason than to watch the rotating headlight flash through the forests.

The employees' timetable specifies a "wait" in the CTC territory at Cashmere at 9:59pm. On earlier NORTH COAST trips, this has meant many slow minutes east from Leavenworth. But tonight, with the late start from Seattle, only a momentary bit of slow running, and then, through this imaginary time gate at 10:01pm, we were on the last stretch to the Apple Capital, still hurrying.

Our arrival at the wonderful old brick depot was 10:16pm, some 9 minutes early, and only three hours and 50 minutes from Seattle on a schedule that calls for 4'30". It was in the low 80s at Wenatchee, but no one was complaining. It

had been over 100° the previous few days, and the dry wind seemed cool. There had been a steam leak in locomotive 536, and the units were requiring a lot of water. It was still light in the northwest sky as the carknockers checked the equipment, pausing to closely inspect SP 9370, which was apparently new to them.

I waited on the platform until the 10:35pm departure time, almost as a bit player in an historic tableau. Practically to the second, the units started up for the run to Spokane; and just as a man in his 60's came up to me to ask if I were going to Soap Lake. I said no; I was staying in Wenatchee. He then asked how he could get to Soap Lake. I suggested the bus. Then I said: "The train goes to Ephrata." (Ephrata is only 5 miles from Soap Lake). Then, as the cars whirled by, the man said sadly: "Gee, they didn't tell me that." I never did find out who "they" were, and hoped it was not someone at Amtrak, as I set out for my motel, and for my few warm and pleasant days in the sun.

One evening later, after dinner, I hiked out into the apple orchards west of town, and partway up the foothill boundary of the city. I could see down the Columbia River toward Rock Island, and up the river to Rocky Reach Dam, where I noted water discharging over a few of the spillway bays. It was nice to see enough water rushing over the great dam for both irrigation and power production, and some left over for the tourists to marvel at.

Just then, in the twilight, I noticed a long eastbound freight train rounding the bend at Olds, where the Wenatchee River rushes into the Columbia. Even a few miles away, the sound of the freight was clear and distinctive. The freight seemed to restate what a great achievement of man the Stevens Pass railway has been, improved over the years by the Chumstick cutoff, the Cascade Tunnel, and the Index line changes of the 1960s. The heavy freight seemed a great contrast to the fortunes of the passenger service; and I resolved to continue to do what I could to make this remarkable transport asset more valuable for passengers.

It was a pleasant walk back to town; and I hoped I could continue to make many more rail trips to Wenatchee, each one, I hoped, to be of higher quality as the job of rebuilding American railroads continues.

CARS AND CONSISTS

A Random Selection of Information from Hither and Yon

*****NORTH COAST HIAWATHA #9, Aug 12: engines 574, 531; baggage 1033; coach 4552; dome coach 9486; coach 4512; dome lounge 9810 "Silver Club"; diner 8092; sleepers 2671 "Silver Plateau" & 2650 "Silver Point"; (Chicago-Minneapolis only:) dome parlor observation 9331 "Silver Veranda", coach 6805 (see also photo caption p.10).**

*****EMPIRE BUILDER #8, Apr 25: baggage 237, 1046 & 1553; dome coach 9492; coach 4526; dome lounge 9800 "Silver Garden"; diner ex-NP 458 (with CB&Q markings also); sleepers 2657 "Silver Chasm" & 2650 "Silver Point"; (Minneapolis-Chicago only:) coach 6453.**

*****LONE STAR #15 of Aug 22 carried 3 Santa Fe business cars Chicago-Topeka. In order in the consist, they were, appropriately, "Atchison," "Topeka," and "Santa Fe."**

*****SOUTHWEST LIMITED carried former Santa Fe business car 33, now the privately-owned "Jean Pierre," to Kansas City from Chicago, arriving Aug 21, and returning to Chicago Aug 23. Car is painted in old Pullman green with yellow stripe, and may be one of first examples of non-Amtrak color scheme cars now again permitted under the new Reistrup regime.**

REISTRUP TALKS ABOUT AMTRAK

Amtrak's "most communicative president" gave another long talk about his corporation this month to 1500 student bankers at the University of Wisconsin in Madison. In his August 14 address, Reistrup reviewed what Amtrak has been doing and what its plans for the future are. "It is perhaps a mark of the maturity of our free enterprise system that, as the economic system of this nation matures, it is able to identify new problems and to come up with new solutions," Reistrup told the top-level bankers engaged in an advanced educational program. "Here was a great national asset just falling apart. If we did not have this rail passenger potential in being today and we decided that we had to build it now, from the ground up, we would certainly have to face the prospect of an initial investment in the nature of $100 billion. Private enterprise alone could not afford that burden, yet the people of this country demanded that rail passenger service be saved."

Reistrup told the bankers that Amtrak is "a public-sponsored organization operating on private property while the other major modes of transportation are private corporations operating on public property." We have become accustomed to the fact that billions of dollars are spent each year on public waterways, public airways and public highways, whereas the 325,000 miles of railroad are privately owned and tax generating. Reistrup pointed out that we have grown used to the idea that the billions spent each year on public facilities are considered an "investment" while the average of some $200 million per year which has been spent in support of Amtrak is called a "subsidy." He asked that this be kept in better perspective. This investment in Amtrak has saved an industry.

Amtrak last year carried over 18,000,000 passengers and grossed $257 million, the Amtrak leader said. "That is more income than all the railroads together grossed in 1970 on passenger service with more than twice the service."

Some of the problems and dilemmas faced by Amtrak were discussed, in addition to its accomplishments to date. "There has been, since the creation of Amtrak, a rather massive dilemma laying astride our tracks. There were those who said that Amtrak should cut back all money-losing routes right away and concentrate on high-volume, high-density corridors. Then there were those who would not permit the reduction of one single mile of the lean basic system for fear that there would never again be a national system if that system were not kept intact. Thus, the dilemma was: corridors only vs. long-haul with corridors. Amtrak was impaled on the horns of this dilemma from 1971 until early this year when we were finally authorized to order long-haul cars. With that order, the choice had been made: Amtrak will serve the corridors and will develop the corridors and Amtrak will continue to serve the entire nation over its long-haul system. Already there are 15 more routes being served today than there were back in 1971 when we started, and we are working on more new ones right now."

The importance of good track was underscored: "There was another significant item tucked away in the legislation about the Northeast Railroad Reorganization which states that Amtrak will acquire, from ConRail, by lease or purchase, the trackage between Boston and Washington--the Northeast or Colonial Corridor. This small item, frequently unnoticed in the law which was so heavily involved with the restructuring of the entire northeast railroad system, was scarcely noted, but it is the first word from Congress that stipulates Amtrak is to acquire track.

"...If Amtrak is to operate a safe, comfortable, on-time and viable rail passenger system, it will be able to do so only in so far as the track under our trains has been designed, constructed--and then maintained--up to the particular standards of passenger operations. No where is this more important than in the corridors where most of our trains run and where most of Amtrak's future growth is going to take place. This is why the Colonial Corridor project is so vital to our future. It will be the guinea pig; it will be the test center and it will be the

goldfish bowl for Amtrak. The future of Amtrak will rest on what the public decides about our work there. The great railroad companies of the world are judged by the excellence of their showcase corridor operations. The British have their London to Glasgow APT trains; the French have their Paris to Bordeaux trains and the Japanese have the famous Bullet trains which now run from Tokyo all the way to Kyushu, about one third longer than from Boston to Washington. We are planning to upgrade the Colonial Corridor by stages, first to 2 hours and 30 minutes from Washington to New York City and 3 hours on to Boston and perhaps eventually to 2 hours from Washington to New York City and then 2 hours and 30 minutes to Boston. The latter will give us an average speed of close to 100mph. That's a challenge.

"With the success of the Colonial Corridor operations, and I can assure you it will be a success, this proto-type model will be applied to such other emerging corridors as Chicago-Detroit, Chicago-Cincinnati, Chicago-St. Louis, Chicago-Milwaukee and such other places as San Diego to Los Angeles. The priority in which such work will be done and the elapsed time involved in developing such a massive program are things which future legislation will have to take into consideration. But this is definitely in the Amtrak future as one of our major goals."

Then Reistrup discussed what he considers the "first and most urgent objective" of Amtrak: "to get a significant proportion of those Americans who do their intercity travel in automobiles into the train. Even at today's fuel prices, with today's congestion and with today's uncertainty over the future availability of gasoline, more than 87% of the travel between American cities is still done in the automobile. That market is our target. To make inroads into that huge market, we are going to have to get our train up to what used to be called 'Express Train' speeds, plus or minus, 80mph. We are going to have to run our trains safely and comfortably and they are going to have to be on-time. Having said that, I have described for you a generation of work. This will not be easy. It will not be quick and the bill is going to be in the billions of dollars."

Amtrak is actively working with the DOT, Reistrup said, on improving equipment. "Steel wheels can probably be rolled at top speeds up to about 150-155mph without exceeding sensible state of the art limitations. And trackage can be designed for such speeds. Somewhere within that envelope is where we are going today and tomorrow. As for me, I would be content during the next ten to fifteen years to see good Amtrak trains operating in corridors at average speeds approaching 115 mph and out on the long-haul system at 80. Then I would want to see standards of service equal to or better than 'old time' railroading. That is Amtrak and that is what I am trying to do for the American traveling public."

* * *

In another recent interview, published in U.S. News & World Report (Aug 25), Mr. Reistrup told journalist Fred Frailey that some of the problems he met at Amtrak, and took steps to correct, were that no new sleepers, lounges or diners for long-distance trains had been included in Amtrak's order for 762 new cars; that a highly centralized management in Washington often knew little about what was actually happening aboard the trains; that crucial decisions often had to be made by a "small committee of middle managers" rather than by top officers; and that wrong predictions about Amtrak's income and expenditures had been made (too optimistic).

Reistrup told the magazine that Amtrak is working on a new sleeping car design that will carry 35 people per car. On the subject of new routes, Reistrup mentioned first a New Orleans to Jacksonville, Florida run that would "fill a big gap" in the Amtrak system. Other possibilities he enumerated were "Denver and Portland/Seattle, and Los Angeles and Ogden, Utah, via Las Vegas." Then he added, "But we've pretty well covered the country." He said Amtrak is considering a daylight coach train on the BROADWAY LIMITED route.

In other Amtrak equipment news, Reistrup told an RTN reader this month, in response to a query about our recent article on dome cars (RTN, First May issue), that Amtrak has made "no final decision concerning the ordering of new dome cars."

Mixed Train of Thoughts

THE GLENDORA PROBLEM: Two issues ago we reported on the attempted wrecking of the eastbound SOUTHWEST LIMITED in the L.A. suburb. Here's an update from a Santa Fe man: On July 30 a marine flare was fired at the engineman's window 5 miles east of Glendora. July 31 another lock was broken from a switch and it was set to throw the passenger train off the main line, but the engineer spotted it in time. Aug 4 a shotgun blast was fired at the train's baggage car one mile west of Glendora. On Aug 22 an attempt was made to drop a garbage can thru the overhead windows of the dome car from an overpass in Glendora. On the night of the shotgun blast, the "special agents" assigned to escort the train east were harassing rail fans at Pasadena as they tried to take pictures. Says our reporter, "The train went out on Aug 23 looking like it was headed for an old Western-style Jesse James shootout. There were two agents in the cabs with shotguns, one in the baggage car with a shotgun, and one in the door of the last car, but being in the passenger section, he probably kept his shotgun out of sight. There were also two carloads following on surface streets. The railroad has taken action almost unheard of in the industry, but it shows just how dangerous the situation has become out there." So far they have not nabbed the culprits. A bill has been introduced in Congress making it a federal offense to perform such acts. On Aug 11 a BN freight conductor was shot in the arm while riding in a caboose thru Centralia, WA.....

* * *

THE WHITE HOUSE is taking away Amtrak's Metroliner on-board telephones as of Oct 31. The Office of Telecommunications Policy said it needs the telephone frequency, which has been used on the Metroliners since 1969. Last year 47,500 calls were placed from the speedy trains, at a cost to callers of $242,000..... THE SOUTHERN RAILWAY Asheville-Salisbury NC train had its last day of operation on Aug 9..... CHICAGO'S SOUTH SHORE line ran another test train with ICG Highliner equipment out of Chicago on Aug 16, with Senator Hartke aboard..... AMTRAK'S AD COMPARING Metroliner and airline travel noted here last issue has generated some unpleasant reaction from the airlines. Another such ad appeared Aug 12, with cutaway cartoon-type views from above of a crowded airplane on one side, and a cozy train on the other, filled with relaxed and smiling people. The heading goes: "The $33 sardine run. New York by plane." and "The $23 Metroliner run. New York by Amtrak." The Air Transport Association fired off a letter to Amtrak after the appearance of the ad mentioned last issue, charging that the ad is misleading, frivolous and a waste of time and money. Said the air man, "it is misleading to suggest that all passengers on Amtrak get to and from the station on foot," referring to the illustration of a Metroliner passenger walking from the train station. And Eastern Airlines apparently countered with an ad in the same paper (Washington Post, Aug 19) that says, "Nothing comes close to Eastern's Air-Shuttle Service to New York. Not the train. Not even another airline." It concludes, "Oh yes...while Eastern's Air-Shuttle is landing, the train you didn't take is probably still chugging along somewhere around Wilmington. So you spent a few extra dollars but you gained a few valuable hours. You've got the point. Now shuttle off."....

* * *

AMTRAK'S NEW G.E. diesels (pictured on p. 6), known as the P-30, is the subject of a report from an Eastern reader: "On Aug 23 at 30th St. enginehouse I saw the first GE P-30 #700 arrive. The unit has an E-60 (GE electric) paint job with snowplow, E-60 type trucks without stabilizer modification (the electrics have stabilizer bars with shock absorbers welded to the frame and trucks in attempt to cure excessive lateral motion at high spe3ds). Engineers commented on poor visibility with control stand and a huge speedometer (120mph tops) blocking view. Has water cooler with refrigerator, Barco graph speed recorder and controls similar to latest GE U-boats. The cab-signal indicator is different, with instructions for opening box

and changing by rotation a device which displays proper aspect for operation on various railroads. Unit seems hard to read, as is the speedometer. Next to fireman's seat is enough space for a third seat. P-30 has at rear a small platform with a railing. It's equipped with two 480-volt mechanical generators for Amcoach service. Unit is to be tested for a week around Philadelphia, then make its way to New Haven where it will relay Amcoaches to Boston." The color scheme on these units has been applied to some diesels as well, and one was shown on p.17 of our Second June issue, photographed in Chicago (similar to pattern on p.6--red stripe with white word "Amtrak" within, over blue stripe). On Aug 17 the two GE E-60 electrics, #950 and 965, were at the Wilmington shop during testing. Number 965 has mechanical generators, while 950 has twin steam generators.....

* * *

FALL SCHEDULE CHANGES for Amtrak are said to be extensive, but virtually no official word has come out yet. Unofficial reports and rumors say that the LONE STAR, effective Oct 26, will leave Chicago at 4:30pm, arrive Kansas City at 12:15am and leave 12:30, and arrive Houston about 7:30pm. It leaves Houston about 8am, arriving K.C. at 2:50am and leaving 3:05, reaching Chicago at 11am. Inauguration of a Chicago-Toronto train in conjunction with Canadian National (running via Sarnia) is hoped for Oct 26, but may not make that date. The Ohio Ass'n of RR Psgrs reports that Amtrak said on Aug 7 that it is considering the rerouting of the NATIONAL LIMITED via Cincinnati on the Penn Central between Dayton and Indianapolis, in order to avoid the Richmond-Indianapolis line with its many slow orders, a line which ConRail seeks to abandon. A rumor says that after the startup of the Boston-Chicago train at the end of October, Amtrak will reroute the bROADWAY LIMITED to leave its present route between Pittsburgh and Chicago and run that section via Cleveland. Another unconfirmed report says that the Washington section of the BROADWAY may begin running via Philadelphia around Oct 26.....

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A CONSUMER REPRESENTATIVE on Amtrak's Board of Directors got a taste of Amtrak equipment breakdowns when he was aboard the eastbound SAN FRANCISCO ZEPHYR that left Oakland an hour late because an ex-SP dome lounge was bad-ordered at the last minute with air conditioning problems. Then the lounge-less train saw its diner lose elect4ic power before it got as far as Sacramento. Colonel Sanders food was ordered up at the next stop, but the diner was later repaired. This was train 6 departing Aug 23..... AMTRAK HAS APPROVED funds to build a new station in South Bend, adjacent to the South Shore depot..... AMTRAK IS RUNNING Turboliners regularly on the schedule of the STATE HOUSE, and conventional equipment on the former ABE LINCOLN run (5:10pm out of Chicago), contrary to what the timetable says..... AMTRAK IS SERVING meals in dome diners, with hot food service, on the Portland-Seattle PUGET SOUND and MT. RAINIER. These two trains got quite favorable comments in our rating survey; all they need now are some more riders.... "IT'S BOTTOMED OUT" was Amtrak's comment about ridership in July. There was a small drop from July of last year, but too little to make a percentage point change. This year Amtrak carried 1,440,615 passengers, while in July 1974 it had 1,446,504. First class riders decreased 21% while coach passengers showed no change. Surprisingly, the New York-Florida travel was up 20% in July, tho down 20% for the first seven months of 1975 as a whole. Some trains such as the COAST STARLIGHT are holding their patronage well in the slow economy. As shown by the table on page 23, all public transportation is down, and automobile travel is up. Some analysts agree that the feeling among the public is that they should take a "last fling" in their cars before gasoline prices climb too high. In Quebec the cost of gas has hit a dollar or more a gallon. The Wall Street Journal predicts that gasoline pump prices will not rise more than 2 or 3¢ by the end of 1975.....

RIO DE JANEIRO is seeing violent commuter riots, says the NY Times, because of decrepit equipment and myriad delays to trains. Over 20 trains have been wrecked by enraged riders.....

"WHO'S BELLA STUMBO?" we wondered (see last issue, p. 17) after her L.A. Times article on Amtrak that rubbed us the wrong way. An East Coast reader clears up some ofthe mystery: "Bella Stumbo is for real. I knew her when she worked for the Atomic Energy Commission in New York City some years ago. She would be called a 'boomer' in the railroad business. She's thirty-ish, has worked for papers in New England, bummed thru Europe, worked in Southeast Asia, then to L.A. Times about two years ago." We still don't know her motivation for such an article..... "A REAL DISGRACE" and "A hell of a mess" were some Amtrak comments about the situation at Washington Union Terminal, where the Interior Department is phasing Amtrak out while it turns the place into a National Visitors Center. The legislation to do this was passed way back in 1968 when it wasn't believed that many trains would be needed anymore. Now Amtrak handles 200,000 passengers a month there, and the corporation is fit to be tied over the problem. Their new station won't be ready by July 1, 1976, when they must vacate. They're losing at least two tracks on the lower level, and their valet parking area is being removed. A fine example of federal discoordination..... AUTO-TRAIN CORPORATION was blocked by the ICC from requiring a $50 deposit for reservations beginning Aug 9. The ICC delayed the matter until next March 8 while an investigation is undertaken..... THE UNITED STATES gained a total of 4,273,095 motor vehicles in the year 1974. But that figure is small in percentage terms (3.4% over 1973) compared to earlier years.....

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AMTRAK WILL MOVE out of its Minneapolis station, if plans now underway pan out, to a new $4.9 million facility in adjoining St. Paul, adjacent to Kasota Avenue near Snelling and University Avenues. Amtrak this month approved a $100,000 design and engineering study..... ANOTHER CHANGE COMING Oct. 26 is expected to be the extension of the ARROWHEAD into Duluth, instead of terminating in Superior. Stops are hoped to be added in Cambridge and Sandstone, Minn. For the week beginning July 10, the train carried over 1000 passengers for the first time. Greyhound patronage is reportedly off 10% since the train started up in April..... THE CONSIST OF the new Chicago-Boston train is expected to be 3 coaches, sleeper, diner and baggage car out of Grand Central Terminal, while the Boston section will have two coaches including one with food service, sleeper and baggage car. The NY Times reports that the 12-mile tornup track section on the Boston-Albany route has still not been replaced, requiring a lengthy and a backup operation..... A TRAGIC ACCIDENT claimed the life of RTN subscriber Dennis Loveridge of Englewood, CO a short time ago. His life was taken, ironically in an automobile crash while returning home from photographing a steam locomotive, probably the 4449..... THE LOCOMOTIVE ENGINEER, newspaper of the Brotherhood of Locomotive Engineers, reports that some engineers running Amtrak's SDP40F's complain of excessive lateral motion set up under certain track conditions, and are fearful of derailment. The paper says that EMD is providing lateral shock absorbers to reduce such oscillations, but denies that they are great enough to induce derailments..... A COMMUTER TRAIN out of London, England on Aug 26 hit a donkey, and when the trainmen jumped off to examine it, the train rolled away, but was soon recovered and eventually halted.....

QUOTES OF THE WEEK***

"Since World War II, Americans have been deserting buses, subways, railroads, and streetcars by the millions. It is easy to understand why. Automobiles are comfortable, roomy and air conditioned; they offer privacy, time for thought or entertainment on a dozen radio channels; they provide a choice of companions; one need not share his vehicle to and from work with delinquents, obnoxious people or muggers.

"Before Americans start nodding thoughtless agreement to attacks on the 'highway lobby' they ought to know that the highway lobby wants them to ride in their own cars; while the 'mass transit lobby' has in mind forcing them back onto the buses and subways from which they and their parents escaped years ago."

--Patrick Buchanan in Seattle Post-Intelligencer, Aug 11

Out Soon

ORDERS ARE POURING IN FOR RTN'S FIRST RAIL TRAVEL YEARBOOK. THE PRINTING IS LIMITED, AND THE BOOK WILL BE OFF THE PRESS SOON. WE URGE YOU TO PLACE YOUR ORDER NOW, TO BE ASSURED OF GETTING YOUR COPY.

PARTIAL CONTENTS OF YEARBOOK:

* Rail Travel 1980 - A Fantasy, by James Russell
* Accounts of contemporary train travel in North America
* New trains of the past year - photos and descriptions
* The American Freedom Train
* Full-page passenger train photos
* Complete Train Rating Tables from our first reader rating survey
* Amtrak ridership and on-time performance data
* And a Lot More

The Yearbook is $3.50 per copy. Use the order blank below, or a separate sheet of paper. California customers please add sales tax of 21¢ per copy (23¢ in BART counties). No postage charge.

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Send me ___ copy(ies) of RTN's Rail Travel Yearbook 1975.

Amount enclosed $_____.

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Urban - Suburban Transit

LOS ANGELES TRANSIT planners may have reached a compromise for financing a proposed $500 million Wilshire Blvd subway, in which the city and county would share, along with hoped-for funds from UMTA. Inability to reach an agreement on shared financing has been stalling L.A.'s plans for a 24-mile transit starter line and a 53-mile county route from Canoga Park to the Long Beach area.

NEW YORK'S MTA, following public hearings, announced fare increases of 23-27% on the Long Island Rail Road and the Hudson and Harlem commuter lines, effective Sept 1. New York City bus and subway fares will rise the same date from 35¢ to 50¢. A proposed increase on the New Haven line, to be effective Oct 1, requires ICC approval.

CHICAGO & NORTH WESTERN has asked the ICC to allow discontinuance of eight commuter trains between Richmond, IL and Lake Geneva, WI. The trains will continue to run between Chicago and Richmond. The ICC reportedly has given its authorization. Wisconsin state agencies and rail supporters have voiced strong objection to the ICC move, stating that financial support is very likely and that the ICC decision without hearings was improper.

HARLEM VALLEY TRANSPORTATION Association, headed by fiery Lettie Gay Carson, has won restoration of rail commuter service on the Harlem line of Penn Central to the suburb of Millerton, NY, reports the NY Times. The association wants to extend service farther, to Pittsfield, MA.

CHICAGO AREAS'S RTA on Aug 26 announced grants to 4 commuter lines: $292,374 to BN; $806,947 to Milwaukee Road; $1,393,942 to ICG; and $46,395 to N&W. The agency had offered $543,000 to Rock Island, but railroad attorneys turned it down as insufficient to provide proper service. RI had requested $823,000.

RATINGS OF CITY transit systems have been released by the Council on Munifipal Performances, as judgments of how well each area serves the transportation needs of all the people, taking into account traffic congestion, poverty level, availability and capacity of system. Boston was rated highest, San Francisco second, then Pittsburgh, New Orleans, Indianapolis, Seattle, Philadelphia, and Chicago. Other large cities: St. Louis 14, New York 20, Cleveland 22, Detroit 24. At the bottom was Miami, with Los Angeles next to last.

Express Ads

Combine fun of riding SOUTHWEST LIMITED and a Colorado River Float trip Columbus Holiday weekend Oct 10-14, 1975. Upper berth only $195.00. Private rooms $265.00 Flyer from Let's Travel P O Box 2768 Riverside CA 92506 Phone 714-787-8350.

NEW SAN JOAQUIN EXCURSION FARES a train riders paradise. 4-day round trip is only $32.29 between L.A. and San Francisco, $19.50 Oakland and Bakersfield, $11.00 Oakland and Merced, $20.29 L.A. and Merced. Tickets from Let's Travel, P O Box 2768, Riverside CA 92506 - Phone 714-787-8350.

WANTED: Menus from name trains. Particularly 20th CENTURY, PRR BROADWAY, NP NORTH COAST LTD, DZ, CZ, SUNSET, DAYLIGHTS, LARK CASCADE, PHOEBE SNOW, McPac Trains, C&O Trains, Wabash Trains. Others too. What do you have and price? Bob Strein, 103 Catron #68, Santa Fe, N. Mex., 87501.

WANTED: AMTRAK SUPERVISORS. No experience required. Visit your local Amtrak CRO office or call collect at: 213-683-6833. If no answer, contact SITMAR CRUISE LINES for additional information.

DRAWING ROOMS ON AMTRAK! It's possible, on occasion, to travel in drawing room luxury at bedroom prices. For full information, contact "the train people" at GREAT WESTERN TOURS, Sheraton-Palace Hotel, 9th Floor, San Francisco 94105, or call us at (415) 398-2994. And of course moneysaving "family plan" applies!

"STEAMY"-FOR YOUNG RAIL ENTHUSIASTS! "Steamy" is a locomotive on the old D&RGW narrow gauge, now the Cumbres & Toltec Scenic Railroad. 28 pages to color plus an exciting story will give children a feeling for Rocky Mountain Railroading as it was. $1.75 - David Ulmer, 1407 Holmes Dr., Colorado Springs, Colorado 80909.

AMTRAK LAW: New unofficial edition with all the latest amendments, $6. Edited by Robert J. Swan, Box 1866, Long Beach CA 90811.

FOR SALE: R&LHS bulletins #76 thru 106 except #79-104-105 sold single or lot best offer by October 1st. Also Pennsylvania form 1 system timetable Sept 8, 1957 $2.25, L&N System June 23, 1957 $1.50 & Monon Sept 29, 1957 $1.25 includes first class postage. Ed Von Nordeck, P O Box 2768, Riverside CA 92506.

Amtrak Circle fares are back eff. Sept 16. $228.00 takes you from West Coast to New Orleans, Chicago and Seattle. Combine them with excursion fares to Florida, Washington DC, Boston or Norfolk. Ask about various routings available. Reserve now through Let's Travel, P O Box 2768, Riverside CA 92506. Phone 714-787-8350. An Amtrak Authorized Agent that CAN "Train Talk" with you.

Gulf Mobile and Ohio, Gulf Mobile and Northern and Alton railroad uniform buttons, 70¢ each or all three $2.00. J. Lajoie, 22 Stevens, Methuen, Mass. 01844

Looking for a Railroad Job? Are you a Passenger Train Nut? Then I want to help you! I work for a major Midwestern railroad which I expect soon will be hiring Trainmen. The pay is about $45.00 a day to begin with. The area you would work is a short drive away from the Rock Island's QUAD CITIES ROCKET. So you can get away to it all! Write: CORMAC, 2426 Harding Street, Clinton, Iowa 52732.

WHEN YOU WANT YOUR MESSAGE to get out in a hurry, RTN's Express Ads are the way to go. The cost is only 50¢ per line of 80 spaces. And here's good news for display advertisers: we can once again offer you full-page ad space, at only $25 per page (size 5x8 inches). Rear cover, when available, is $25 for 5x6 space. Smaller display ad sizes are priced in proportion. Write: RAIL TRAVEL NEWS, Ad Dept., Box 9007, Berkeley CA 94709.

NATIONAL TRANSPORTATION SYSTEM ACTIVITY Fourth Quarter 1974 - First Quarter 1974

	4th Quarter 1974	4th Quarter 1973	1st Quarter 1975	1st Quarter 1974
Passengers carried:				
Amtrak	4,415,000	4,203,000	4,206,000	4,803,000
Other Class I RR's	63,790,000	61,760,000	63,150,000	65,600,000
Bus (intercity)	29,320,000	30,840,000	27,620,000	30,640,000
Water (interstate)	330,100	286,900	237,100	173,000
Air (scheduled)	47,620,000	49,090,000	47,060,000	49,720,000
Passenger-miles, thousands:				
Amtrak	977,500	1,060,000	904,500	1,073,000
Other Class I RR's	1,495,000	1,429,000	1,498,000	1,540,000
Air (scheduled)	36,680,000	37,990,000	36,890,000	38,440,000
Vehicle miles:				
Automobile	244 billion	242 billion	228 billion	216 billion

Above table released by Dept. of Transportation Aug 11.